ILLEGIB

1. Ground Rules:

   a. Operation 24 hours per day, 7 days per week

   b. One aircraft on station at all times.

   c. Base of Operation - SEA

25X1

2. Assuming each U-2 would accomplish 8 hours on station and would consume one hour enroute to station and one hour returning to home base this would require 10 hours per mission per U-2 or 30 flying hours per day, 900 hours per month. These flying hours would generate 4 1/2 periodic inspections per month each requiring a functional check flight; one and one-half engine hot section inspections/overhaul per month each requiring a functional check flight; and two IRAN's per year each requiring three months (total 6 aircraft months per year). These requirements equate to two aircraft out for scheduled maintenance at all times leaving 9 aircraft available for flying and for unscheduled maintenance. To accomplished 3 missions per day each of the remaining nine aircraft will be required to fly every third day.

3. It is thus considered that the coverage can be provided, utilizing the 11 available U-2C/G aircraft, on a continuing basis. It is not considered feasible to attempt such coverage with much less than 11 aircraft, since any reduction in the numbers of aircraft will drastically decrease time available for the inevitable unscheduled maintenance and may result in an unacceptable hole in the coverage.

25X1
25X1

4. To support this operation would require [redacted] maintenance technicians plus approximately [redacted] excluding operations.

5. Airframe support kits for this type of an operation are presently available within NRO assets. The only investment, other than payload systems, required initially will be for partial pressure suits, since not enough are available in present NRO assets for the [redacted] pilots. 25X1 ~~Initially~~ It is expected that the existing stock of engines is sufficient to support both the U-2R fleet in its present form and the U-2C fleet in this type of operation. If it becomes necessary to procure more engines a maximum of 6 may possibly be required. Procurement of 6 engines would cost [redacted] and require approximately 12 months lead time.

25X1

6. Costs are estimated as follows:

Investment

25X1

Partial Pressure Suits

25X1

[redacted]

Spare Parts

[redacted]

Support (Annual)

Airframe

Com Nav

Life Support

Contract Maint Techs

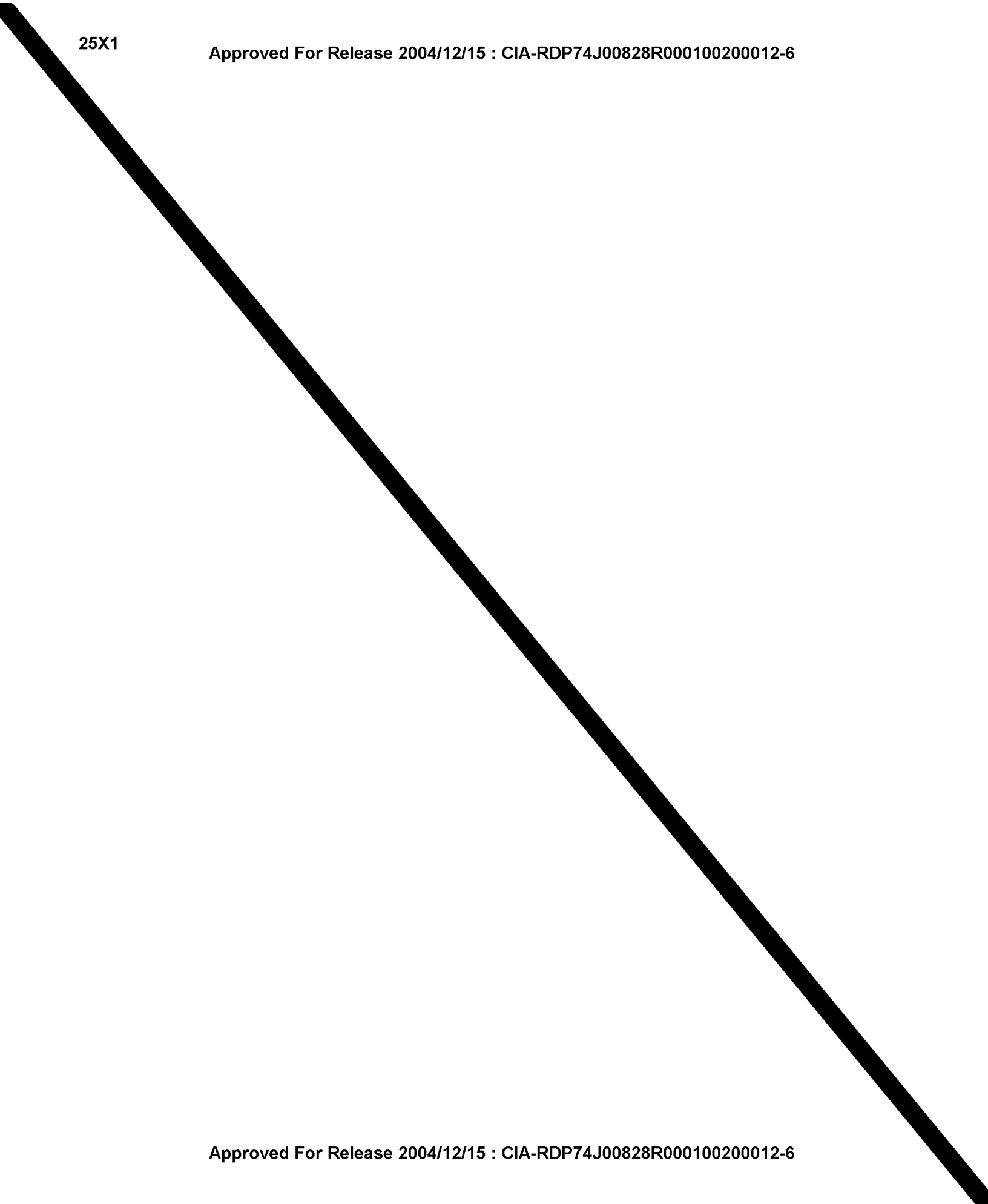
Payload Package

IRAN

Fuel

[redacted] 25X1

7. The costs quoted above include estimates for procurement of the [redacted] 25X1 This is an initial OSA estimate and as such it is purely order of magnitude. The support cost estimates include contract personnel, spares or maintenance and overhaul to support the payload packages on an annual basis. The above quoted costs assume that adequate physical security will be provided by the operating base and that it will not be necessary to hire an extra guard force. Security staff personnel have been included in the staff personnel requirements. The personnel cost outlined above does not include pilot salaries, since it is assumed that military personnel will be available from among previously released U-2 pilots and that it will not be necessary for the Agency to hire pilots as it does in the IDEALIST program. It is estimated that the requirement will be 1.5 pilots per aircraft or [redacted] 25X1 pilots.



Approved For Release 2004/12/15 : CIA-RDP74J00828R000100200012-6

1. Utilizing the U-2R for this mission we would assume that the U-2R would spend 12 hours on station and would consume one hour enroute to and one hour enroute from station for a total of 14 hours per mission or 28 flying hours per day, 840 flying hours per month. Generation of this magnitude of flying hours will require two aircraft out for scheduled maintenance at all times. Assuming that each aircraft should fly no more frequently than each third day a minimum of six additional aircraft would be required to accomplish the mission.

2. The major difference between utilizing the U-2C and the U-2R for this mission would be:

a. Fewer aircraft mechanics inasmuch as there are three fewer aircraft required.

b. The annual difference in flying hours is 720; reducing the requirement for replenishment of consumables (fuel, spares, spares overhaul, etc.). The combined reduction in costs would be [redacted]

25X1